

## THE CUBAN PACIFICOS.

DESCRIPTION OF THE PEOPLE WHOSE VIOLENCE IS KILLING.

Most of the men are over 50 years old. They have families. They are in the war and have lost their property. They are in the war and have lost their property. They are in the war and have lost their property.

No people in any country or in any time have suffered more from the hate of a sanguinary tyrant than the pacificos of Cuba during the eighteen months in which Gen. Weyler has been massacring them.

Before the present revolution began the pacificos were known by the general name of *paciferos*, applied in Cuba to all the inhabitants of the country; but they were the poorest class of Cuban countrymen. They worked hard on the sugar plantations or tobacco estates for very small wages or for vegetables for their own support. They were scattered all over the country, some miles out of the towns and villages, crowded into small huts under slender roofs made of palm tree leaves.

More prosperous *paciferos* owned small farms and some cattle, and so when the armies of Gen. Weyler came they were able to resist. They went to the mountains to find refuge. They had resources sufficient to send their families to the large towns, and they themselves joined the triumphant patriots. All the hapless inhabitants of the huts could not do this. While the younger men followed the flag of the star, their elders refused not to let the women and children die from starvation during the bloody war that was raging around them. Leaving to others the glories of battle, they engaged themselves in their family duties. Without knowing anything of international politics, they were not to be deceived by the non-combatants which ought to be respected by civilized soldiers.

They remained neutral, in the hope that both armies would allow them to procure food for their families in the country. They were named the *paciferos*, which means "the peaceful," and under Gen. Martineau they were treated as a rule, well treated by Spaniards and Cubans alike.

The *paciferos*, as a general thing, are 50 years old or more. His family is very large. The Cubans, and those in the country more than the residents of the cities, are very poor. They are under 20. The Cuban women are very young. It is not uncommon to see in Cuba a man not yet 50 years old, with twenty-five or more children. The Cuban countrymen, moreover, always marry for love of a girl, his wife, as poor as himself, and his wife is the daughter of a Cuban. He has no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

The Cuban *paciferos* are endowed by nature with great love of family and hearth. They never complain of the hard burden they have to bear. They have no other relatives, he becomes also the support of his wife's relatives.

## LETTERS FROM GEN. GOMEZ.

HE SAYS THE SPANISH STANDARDS REGARD THEIR CAUSE AS LOSS.

The famous leader warns all Cubans to give heed to reports that home rule will be accepted. He says that the Spanish standards regard their cause as loss.

HAVANA, July 28.—The Cuban secret agents in all the principal towns of the island held by the Spaniards have received letters from Gen. Gomez encouraging them to continue their work in behalf of the Army of Liberation. Similar communications have been sent by the General to the Cubans abroad.

"This is the time," says Gomez in one of these addresses, "when the faith of Cubans in their coming triumph should be stronger than ever. I have positive information that the Spaniards are among them, realize that their war is hopeless and that the best thing to do is to give Cuba up. I have confidence in the patriotism of the Cubans, but I wish to warn them against the wily diplomacy of the Spanish Government."

"I wish them to know, in the island and abroad, that we are not going to accept home rule absolutely false, and I believe that Canovas's scheme of reforms and the autonomist declarations of Sagasta are only the last desperate efforts of the Spanish rulers to win by trickery, now that they know they cannot win by force."

The General has also declared in official letters to the Cuban delegates in the United States that any home rule proposals must be rejected without a moment's attention.

It is generally believed in Havana that since the failure of the Spaniards to accept the offer of home rule, the Cuban secret agents have been sent to New York to ascertain the sentiments of the Cuban Junta and try to induce the Cubans there to accept autonomy.

An expedition from Jamaica, under command of Col. Dupont, landed safely a week ago in the province of Santiago de Cuba.

Señor Estrada Palma, the Cuban delegate here, confirms the above news, and says that all the Cuban secret agents are working in the island and abroad to induce the Cubans to accept autonomy.

Señor B. J. Guerra, Treasurer of the Junta, has received a letter from Gen. Gomez, in which he says: "I embrace you heartily, and all the other friends there. Work on as you have been doing and as we are working here. The end is approaching. Faith and hope."

## TWO CENTENARIES.

Don Welsh and Mrs. Stevens Celebrate Their 100th Birthdays.

CHORON, Vt., July 31.—Mrs. Abigail Welsh celebrated the 100th anniversary of her birth today at the home of Hosea N. Welsh, a grandson, with whom she had lived since the death of her husband, more than twenty years ago.

Mrs. Welsh, who is known throughout the region as "Aunt Nabby," is still as sprightly as the Green Mountain State centennials.

Her husband, who was born in 1797, died in 1887. He was a farmer and a soldier. He was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

Mrs. Welsh, who was born in 1797, died in 1887. She was a farmer and a soldier. She was a member of the Green Mountain State centennials.

## JAPANESE RAILROAD MEN HERE.

They are inspecting our systems and the Empire is buying American Locomotives.

Mr. Masanori Oka, traffic manager of the Imperial Japanese Railroad, and Mr. S. K. Hattab, chief of the mechanical department, arrived here on Friday, and are at the Imperial Hotel. They are making a tour of the United States and Europe under a special commission from the Japanese Government to inspect the railway systems and construction work of these countries.

Upon their observations and reports will depend the equipment of 1,000 miles of railroad now in course of construction in Japan. When they leave Japan they were accompanied by Mr. S. Matamoto, chief director of the Imperial Railroad. He was taken ill at Hawaii and was obliged to return.

Messrs. Oka and Hattab arrived in San Francisco on June 6. It was their first visit to this country, and since they have been here they have been travelling over the main railroads on the continent and visiting railroad shops. They spent several days at the Pullman shops, the Carnegie shops and the Bethlehem Iron Works. Mr. Hattab was highly pleased with the American railway system.

Mr. Oka, who is a native of Japan, has been in his country for many years. He has seen such things as the Pullman shops, the Carnegie shops and the Bethlehem Iron Works. Mr. Hattab was highly pleased with the American railway system.

"As you probably know, our railroads are run at present after the English system, using the English type locomotives and cars, most of which were built in Japan. The Imperial Railroad system covers about 3,500 miles, and private companies own about 1,000 miles more in the empire. Most of our big cities are connected by the railroads, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

## TO SUE FOR X-RAY INJURY.

MISS MACDONALD, WHO WAS BURNED BY THE RAYS, NOW SUES FOR DAMAGES.

The Young Woman Still Suffering Great Pain—Her Experience Has Been Seen by Many. She is Now Suing for Damages.

Thomas Byrnes of West Forty-fifth street, the brother-in-law of Miss Josie MacDonald, who was badly burned by Roentgen rays, has placed her case in the hands of Sullivan & Cromwell, lawyers, of 45 Wall street, to bring suit for the recovery of damages for the injuries she has received. What course the litigation shall take has not been decided, nor can it be until Miss MacDonald has recovered sufficiently to make a more complete statement than she has been able to. She has told an incomplete story of the affair to Mr. Byrnes. He has turned it over to W. J. Connelley, a lawyer, who has charge of the case. Miss MacDonald has not been able to stand questioning or to tell the details. Her condition is still serious.

Mr. Byrnes said yesterday afternoon that Dr. Byrnes, his family physician, says that never in his experience has he seen such terrible burns. From the top of Miss MacDonald's head to her waist on the left side, which was exposed to the X-rays, the skin is gone completely and the flesh looks as though it had been roasted. The victim suffers terrible agony. Although she has been a slight improvement in her condition, it will be several months before she recovers. The fear that the sight of her left eye was destroyed appears to have been groundless, for the swelling has subsided and the eye is still clear. She is still dead in the left ear, and whether she will regain her hearing is a matter of conjecture.

Dr. Byrnes, who is in the hands of his lawyers, says that the experience with Dr. Shields and his assistant, who took the X-ray photograph of Miss MacDonald, was a very painful one. He said that he had been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly twenty-seven tons each. They are being used on the main line of the Imperial road at Tokyo and the other at Kobe. The Tokyo shop was opened twenty-four years ago and the Kobe shop was opened ten years ago. Both shops are now employed in the shops."

Most of our railroad system is centered in the south, and the main line of the Imperial road extends from Tokyo to Kobe, on the coast, a distance of about 1,000 miles more in the empire. It is generally believed in Japan that the Englishmen employed in the directorate. They are a consulting traffic manager, a consulting mechanical engineer and a consulting electrical engineer."

Recently we began using American locomotives, and eighteen were ordered by the Government from the Rogers works at Paterson, N. J. The first of these arrived here last week. I have been informed privately that they were working in good order. Since then the Government has ordered thirty more of the same type. They are eight-wheel locomotives of the standard type, weighing nearly